DURAND NEIGHBOURHOOD ALLEY
BEAUTIFICATION STUDY

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REPORT PREPARED BY

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for the
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(EXTRACTS)

INTRODUCTION

Purpose of Study

The purpose of this study is primarily to present ideas and recommendations for the beautification and upgrading of alleys, specifically in the Durand Neighbourhood. This study also examines the potential for linking Durand's alleys into a comprehensive walkway system, establishing a linkage system through the neighbourhood to the downtown core.

The deficiency of open space, in the Durand Neighbourhood, was the major motivating factor in prompting the study of alleys as a valuable resource for urban open space and recreation. Thus, the design concept and schemes presented could be adopted to similar situations throughout the city.

Study Outline

A broad-based study of the site and surroundings was required to propose the necessary recommendations for the alleys.

1. An inventory of each alley within the study area was recorded. (See Appendix).

2. Recommendations were made for each alley.

3. The Durand Background Information Report and Advisory Committee Meeting minutes were surveyed to determine goals of the neighbourhood.

4. Finally, this information was analysed to determine a masterplan alley design concept and alley beautification scheme.

In this study, although all alleys in Durand are inventoried; for the purpose of showing method and design development, only two of the alley sites will be highlighted.

Background on Alleys

What an alley is and was!

Definition - A lane behind a row of buildings or between two rows of buildings that face adjacent streets.

- Websters New World Dictionary, Second College Dictionary.

In the past the alley has served as a close-in sink into which society could dump those activities (stabling horses) and people (servants, minorities) which it wished to conceal from the big world up front.

All alleys in the City of Hamilton were created by plans of subdivision or by by-law. Generally, the alleys were established to provide access to rear yards.

Alleys in present-day single family or two-family residential neighbourhoods are no longer desirable nor considered necessary. A rear property line easement is preferred to an alley.

What an alley can be!

However, the desire for more open space in our urban environments has prompted society's planners to look at alleys as a valuable resource.

This resource of open space has raised curiosity and anticipation among urban designers and waits to be explored and studied for its potential re-use and re-design.

Alleys can create intimacy...

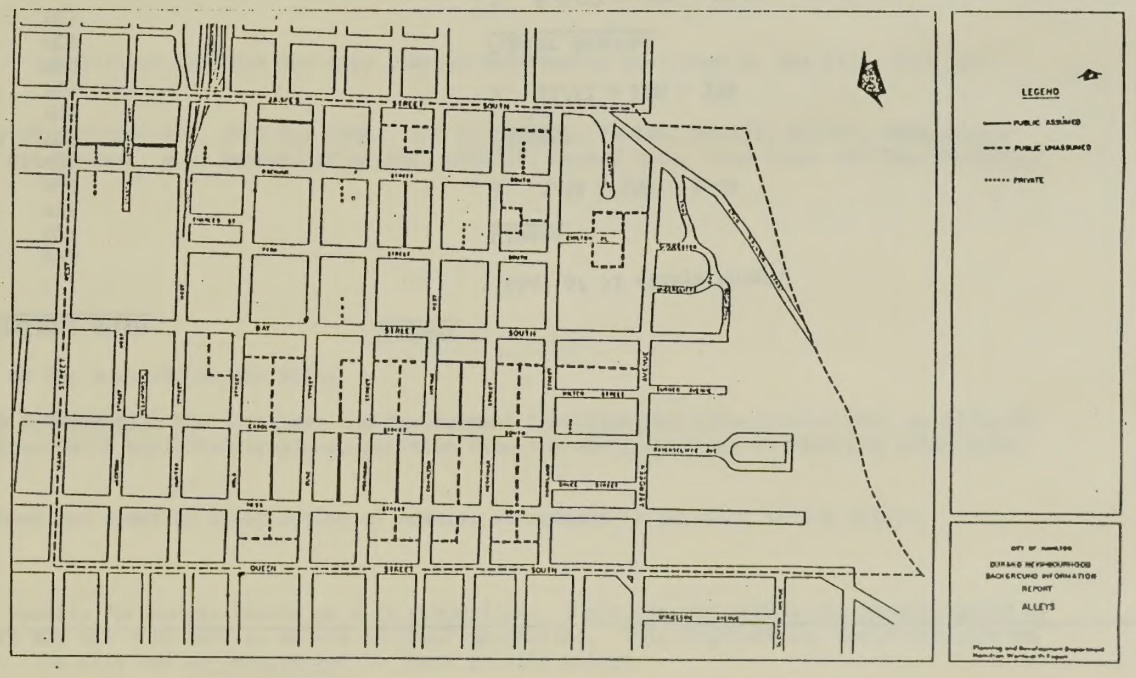
Luxuriant growth, enclosure, little sky and warm brickwork create the inward life of intimacy and cordiality. There is here a bright and blooming vigour.[1]

Inventory -- Alleys

An inventory of each alley was taken within the area of study. (See Appendix.) There are 33 known alleys which still remain to be utilized for alley beautification and a linkage system. The potential of these alleys will be shown in the following pages. (See Fig. 2 and Appendix Map for locations.)

(Fig. 2)

ALLEY INVENTORY



KNOWN ALLEYS

NOTES:

- Numbered according to blocks (See Map 1 Appendix)
- States ownership of each alley
- Adaptability to alley beautification

ALLEY NO.	OWNERSHIP	POSSIBLE STUDY
1	CLOSED	N/A
2	PRIVATE	N/A
3	PUBLIC ASSUMED	YES
4	PRIVATE	N/A
5	PUBLIC UNASSUMED	YES
6	PUBLIC UNASSUMED	YES
7	PUBLIC ASSUMED	YES
8	PUBLIC UNASSUMED	YES
9	PUBLIC ASSUMED	YES
10	PUBLIC ASSUMED	YES
11	PUBLIC ASSUMED AND PUBLIC UNASSUMED	YES
12	PRIVATE	N/A
13	PUBLIC UNASSUMED	YES
14	PUBLIC ASSUMED	YES
15	PUBLIC UNASSUMED	YES
16	PUBLIC ASSUMED	YES
17	PRIVATE	YES
[illegible]	PUBLIC ASSUMED	YES
19	PUBLIC UNASSUMED	YES
20	PUBLIC ASSUMED	YES
21	PRIVATE	N/A
22	PUBLIC UNASSUMED	YES
23	PUBLIC UNASSUMED	YES
24	PUBLIC UNASSUMED	YES
25	PRIVATE	YES
26	PRIVATE	N/A
27	PRIVATE	?
28	PRIVATE	N/A
29	PUBLIC UNASSUMED	YES
30	PUBLIC UNASSUMED	YES
31	PUBLIC UNASSUMED	YES

SUMMARY

Total of 33 alleys known.

Closed

1. 1/33 x 100 = 3.0%

Private

2. 11/33 x 100 = 33%

Public Assumed

3. 8.5/33 x 100 = 25.7% = 26.0%

Public Unassumed

4. 12.5/33 x 100 = 37.8% = 38%

3.0%	Private Closed
33.0%	Private
26.0%	Public Assumed
38.0%	Public Unassumed
100.0%	

PRELIMINARY CONCLUSIONS

The 38.0% Public Unassumed alleys would be most useable for alley routes. They are undeveloped and have the most potential.

Next	26.0%	Public Assumed
Next	33.0%	Private
Next	3.0%	Closed

Types of alleys in Durand - and Status:

1. Closed
2. Public Unassumed
3. Public Assumed
4. Private Alleys (rights-of-way)

1. Closed Alleys

In the past, each block within the neighbourhood had an alley which allowed access to rear yards. But due to the process of closure, a number of these alleys no longer remain as alleys. The process for closure can be reviewed in Appendix.

2. Public Unassumed Alleys

Where alleys have been created by a plan of subdivision and have had only limited maintenance performed by the City, they are termed Public Unassumed alleys.

The City has special legislation (The City of Hamilton Act, 1973 and 1986), and By-Law Nos. 73-160, 86-155, 86-156, were passed pursuant to these Acts permitting limited maintenance, e.g. removal of debris, objects, parked cars, dead trees and health hazards without affecting their Unassumed status.

3. Public Assumed Alleys

- City Maintained

Alleys may be assumed by:

(a) By-law and (b) spending public funds on the work within the alley.

(a) The Commissioner of Transportation may recommend to the Transport and Environment Committee and City Council that an alley be assumed by By-Law if he has in his possession a sufficiently-signed petition from the abutting owner to pave the alley under The Local Improvement Act.

(b) The alleys become Assumed if public funds are spent on construction of sewers, watermains or pavement in the alleys.

4. Private Alleys (Right-of-Way)

Private alleys are privately-owned lanes, usually for access to one or more properties. These private alleys are usually owned by one owner and several other abutting owners may use this lane as access to their properties. This right-of-way would normally be registered with the deed to each property. The City has no involvement in these private alleys.

OPEN SPACES

- Since Durand has a population of 10,691 residents and has developed park space of only 1.72 acres, it is rated as being deficient in area of developed parks and developed open space.

OPPORTUNITIES

- If Durand alleys were utilized as park space or public open space this would help decrease the deficiency of parks and open space in Durand; therefore, eliminating resident dependence upon adjacent neighbourhood facilities.

NOTE:

The total area of land available, for open space, from alleys is 13,213.7 m^2 or 4.5 acres; therefore, if this 4.5 acres was made available as park or open space, it would reduce the park deficiency in Durand.

- A vacant lot located in the block bounded by Bold Street, Caroline Street, Duke Street, and Hess Street could be utilized as a small neighbourhood park.

NOTE:

The above opportunities are addressed in the Central Area Plan (CAP) and Durand Neighbourhood Plan, both of which recommend a greater emphasis on pedestrian orientation and creation of more open space.

CONSTRAINTS

- Alley ownership is a limiting factor in utilizing them as public open space. For example, some alleys are listed as private alleys. Therefore, to utilize them as public open space, it would require a status change from private to public or an easement granted.

- The vacant lot is presently in zone "E" would have to be re-zoned to zone "A" which allows development of open space.

TRAFFIC CONTROLS

CONSTRAINTS

- Within the Durand Neighbourhood there is a network of one way streets which controls the movement of traffic. (See Fig. 5).

- Since Durand Neighbourhood has no peripheral by-pass, the traffic through the neighbourhood is heavy, making it difficult to cross some of the major roads during peek traffic times.

- Generally, the emphasis with regard to traffic controls seems to be oriented toward the automobile with little regard for pedestrians.

OPPORTUNITIES

- The emphasis on automobile and street traffic implies that pedestrian attention is needed. Alleys could be viewed as a resource to separate vehicular and pedestrian traffic and facilitate pedestrian movement.

- One-way street system could prompt street closure to be utilized as a pedestrian mall (i.e., Park Street).

AREA AVAILABLE FROM ALLEY

LENGTH OF ALLEY (M)

ALLEY NO.		ALLEY NO.	
1	72.8	18	93.4
2	45.	19	135.
3	82.	20	94.3 + 112.1
4	35	21	53.
5	88.9 + 45.5	22	45 + 93.8
6	53 + 109.2	23	130
7	130.6	24	93.5 + 113.4
8	111.7 + 112	25	39 + 66 + 43 + 47
9	98.8	26	29
10	130	27	71
11	160	28	35
12	41	29	154
13	48 + 99	30	40 + 50 + 40
14	130.3	31	40 + 110 + 40
15	200	32	81.2 + 4.6
16	125	33	N/A
17	101.5 +41.5 + 45.4		

TOTAL	3959.5 M
AVERAGE WIDTH	4.6 M
TOTAL/AREA	18,213.7 M^2
ACRES	4.5

SUMMARY

The length of each alley was taken to determine how much area the alleys would contribute, if utilized as open space.

There are 3959.5 metres of alleys in Durand with an average width of 4.6 m, giving a total area of 18,213 M^2 or 4.5 acres.

There is a potential to increase the area's open space by 4.5 acres if all the alleys were utilized as open space.

ALLEY CONDITION (SURFACE)

G - Good
F - Fair
P - Poor

No.	ALLEY	CONCRETE			ASPHALT			GRAVEL			OTHERS		
	Ownership	G	F	P	G	F	P	G	F	P	G	F	P
1	Closed								X				X
2	Private				X								
3	Public Assumed	X											
4	Private								X				
5	Public Unassumed						X		X				
6	Public Unassumed								X				
7	Public Assumed	X											
8	Public Unassumed									X			
9	Public Assumed										X		
10	Public Assumed		X										
11	H.P.A/H.P.Una.					X							
12	Private												X
13	Public Unassumed								X				
14	Public Assumed		X										
15	Public Unassumed									X			
16	Public Assumed	X											
17	Private									X			
18	Public Assumed	X											
19	Public Unassumed									X			
20	Public Assumed		X										
21	Private					X							
22	Public Unassumed									X			
23	Public Unassumed								X				
24	Public Unassumed									X			
25	Private			X									
26	Private								X				
27	Private						X						
28	Private											X	
29	Public Unassumed									X			
30	Public Unassumed												X
31	Public Unassumed		X						X			X	
32	Private	X											
33	Private		X										

DEFINITIONS

G - Good - No maintenance improvement needed on surface
F - Fair - 50% of alley surface in need of repair
P - Poor - 100% of alley surface need repair and/or improvement

CONCLUSIONS

- The 51% of the alleys are surfaced with gravel paving which ranges from fair to poor condition (50% poor condition).
- The Unassumed alleys are the ones rated poorly.
- Public Assumed alleys are usually in good condition surfaced with concrete.
- 4 of 33 alleys are surfaced with another material -- paving stone, bricks, dirt, condition decreasing respectively.

- General Remark - For best maintenance and durability alleys should be Public Assumed and paved with concrete.

VEGETATION

ALLEY CONDITION (VEGETATION) -- AESTHETIC VALUE

G - Good
P - Poor

Vegetation in or adjacent to alleys
Condition:
A - Attributes to appearance
D - Detracts from alley appearance
Maintenance:
G - Good
P - Needs Improvement

	ALLEY	LARGE SPECIMENS				MEDIUM SPECIMENS				LOW WEED			
		Aesthetic Value		Maint.		Aesthetic Value		Maint.		Aesthetic Value		Maint.	
No.	Ownership	A	D	G	P	A	D	G	P	A	D	G	P
1	Closed		X		X		X		X		X		X
2	Private	/				/				/			
3	Assumed	/				/				/			
4	Private	/				/				/			
5	Unassumed	/							X		X		X
6	Unassumed	X		X		X			X		X		X
7	Assumed	X		X		X		X	/			/	
8	Unassumed	X		X		X			X		X		X
9	Assumed												?
10	Assumed	X		X		X		X			X		X
11	Half A. Half Un.	X			X	X		X			X		X
12	Private	X		X			X		X		X		X
13	Unassumed	X		X			X		X		X		X
14	Assumed	X			X	/			X	/			X
15	Unassumed		X		X		X	X			X		X
16	Assumed	X		X		X		X		X		X	
17	Private		X		X		X		X		X		X
18	Assumed	X			X	/				/			
19	Unassumed	X			X		X		X	X		X	
20	Assumed	X		X		X		X			X	X	
21	Private	X		X			X		X		X		X
22	Unassumed	X		X		X		X	X		X		X
23	Unassumed	X		X		X		X			X	X	
24	Unassumed	X			X		X		X		X		X
25	Private	X		X		X		X					
26	Private	X		X		X			X		X		X
27	Private	X			X	/				/			
28	Private												?
29	Unassumed	X				X			X	X			X
30	Unassumed	X			X		X		X		X	—	X
31	Unassumed	X		X		X		X		X		X	
32	Private	/	/			/	/			/	/		
33	Private	X		X		X		X			X		X

CONCLUSIONS:

- Generally most of the alleys need some vegetation maintenance which would improve their condition greatly.
- Any form of vegetation contributes to the organic quality of the alley, which softens the surrounding architecture.
- Unassumed alleys are usually in need of vegetation maintenance, and would improve them greatly.
- Assumed alleys are usually well maintained, but selective pruning measures should be taken. Overpruning could destroy character of alley.
- Private alleys are either poorly maintained or well maintained also vegetated or unvegetated.

VEGETATION

SUMMARY

- The majority of the alleys in Durand have vegetation consisting of a variety of trees common to this area.
- The condition of the trees varies due to personal maintenance measures by individual property owners.
- The visual effect of the vegetation varies between each alley. As one proceeds through some of the alleys, a sense of enclosure is experienced, due to the overhead canopy of the larger specimens. This enclosure is very satisfying fron an aesthetic point of view during daylight hours but could be perceived as an uncomfortable experience at night.
- The vegetation also plays an important role on the ground plane, the intermittent shadows created by trees create an interesting pattern on the alley surface thus breaking up the monotony of a long straight alley. (Note: could be used as a design element.)
- Vegetation also provides shade within the alley, creating an excellent climate for seating area out of the sun.
- Lower vegetation in the alley, such as grasses and weeds, tend to detract from the appearance of the alleys.
- However, some alleys contain lower vegetation (i.e., wildflowers) which enhances the appearance of the alley and blends into the character of the surrounding blocks.
- Selective maintenance is recommended to protect these valuable and free resources.

ALLEY RECOMMENDATIONS

Introduction

The following recommendations are general maintenance and appearance measures, that would improve alley conditions. These measures could be considered Phase I of alley beautification.

The responsibility of implementation of these measures should be assumed by the City (Alley By-Law Enforcement) and/or by adjacent property owners. The City of Hamilton presently assumes alley maintenance according to By-Law No. 86-156 and By-Law No. 86-155. (See Appendix for details.) These measures are insufficient for alley beautification and should be reconsidered if alleys are to be redeveloped as linear parks.

The following pages contain recommendations for alleys that are applicable to alley linkage. Also, when the potential is evident, design recommendations are suggested for the alleys.

ALLEY USES

V - Vehicular
P - Pedestrian
G - Garbage Collection

No.	Alley Ownership	Existing Uses V	Existing Uses P	Existing Uses G	Suggested Uses V	Suggested Uses P	Suggested Uses G	Other Uses
1	Closed		X					
2	Private	X	X					
3	Assumed	X	X					
4	Private	X	X					
5	Unassumed	X	X	X				
6	Unassumed	X	X	X				
7	Assumed	X	X	X				
8	Unassumed	X	X	X				
9	Assumed	X	X	X				
10	Assumed	X	X	X				
11	H + H	X		X				
12	Private	X		X				
13	Unassumed	X	X	X				
14	Assumed	X	X	X				
15	Unassumed	X	X					
16	Assumed	X	X					
17	Private	X						
18	Assumed	X		X				
19	Unassumed	X	X	X				
20	Assumed	X	X	X				
21	Private	X						
22	Unassumed	X		X				
23	Unassumed	X		X				
24	Unassumed	X						
25	Private	X	X					
26	Private	X	X					
27	Private	X	X					
28	Private	X	X					
29	Unassumed	X	X	X				
30	Unassumed		X					
31	Unassumed		X					
32	Private	X						
33	Private	X		X				

CONCLUSIONS:

- The alleys within Durand Neighbourhood are extensively used for vehicular traffic (backlot access).
- Pedestrians use alley as a quick path to their destination.
- Also garbage collection takes place in over 50% of all Durand alleys.

ALLEY BEAUTIFICATION

PHASE I

Recommendation

Alley No. 3

- Introduce plant material along edges (container planting or island planting - soften hard edges of surrounding architecture).
- Introduce more variety in paving pattern (i.e., red brick edges along paved concrete alley.

Alley No. 5.

- Resurface broken asphalt with concrete pavers (see design features for variety).
- Remove weed vegetation along existing fences and building foundation.
- Introduce plant material and plant beds (Seed design features).
- Remove debris from alley (i.e., discarded furniture).

Alley No. 6

- To ensure maintenance of alley, the ownership of alley 6 should become Public Assumed. Therefore, the alley will be paved and drained.
- Abutting property owners, fence lines require some maintenance of vegetation growth along fences.
- Improve visibility at Hess Street entrance by removing or pruning back hedge located there.

Alley No. 7

- Garbage collection within alley should cease and curb-side street collection be used (narrow at Hess Street entrance).
- Removal of abandoned cars parked in open lot.
- The open lot be taken over by City or Block Association and developed as a park or neighbourhood parking with green space.
- Adjacent vegetation material be pruned back along fence lines.

Alley No. 8

- That the ownership of this alley become Public Assumed, paved and drained and maintained by City.
- Garbage collection in alley cease and curb-side collection be put in place.
- Remove rusted wire mesh fencing and replace it with something more aesthetically pleasing like wood fencing (i.e., board and batten construction).
- Replace collapsing concrete block retaining wall at entrance from Caroline Street. (Will give more width at entrance.)

Alley No. 9

- This alley has the potential to be developed as commercial frontage because of its location; therefore development of backlots should be promoted for this purpose (i.e., alley cafes).
- The interior space should be devoted to pedestrian and delivery uses; therefore, development should be oriented for these functions.
- Improvement could be made to surrounding parking area presently, gravel surfacing.
- Vegetation maintenance should be established to reduce overgrowth of the area.

Alley No. 10

- Existing conditions are at a suitable level with Phase I of alley beautification.
- Existing vegetation should be preserved and maintained at its present state (overhead canopy).
- Existing parking area, entering from Hess should be maintained, but resurfaced to upgrade appearance.
- Existing concrete surface replaced with concrete pavers.

Alley No. 11

- Existing alley condition be maintained.
- The ownership of half Public Assumed and Unassumed become all Public Assumed.
- Existing asphalt be replaced with concrete pavers.
- An easement through the property of 200 Bay Street should be established to maintain linkage of alleys.
- Introduce planting along alley similar to planting on property of apartment building (i.e., adjacent understorey planting).

Alley No. 13

- Regrade existing surface.
- Ownership of alley should become Public Assumed.
- Require control of vegetation along existing fences.
- Removal of debris and abandonned cars from backlots.
- At the intersection of the alleys there is a red brick building that once was a stable. This could be utilized for another purpose, such as a cottage industry.

Alley No. 14

- The existing concrete surface be resurfaced or replaced on concrete paver.
- Adjacent property owner remove debris from fallen parking sheds.
- Removal and maintenance of weed vegetation along alley and adjacent buildings.
- Maintain overhead canopy of larger tree specimens.

Alley No. 15

- Ownership of alley 15 should become Public Assumed.
- Regrade existing surface.
- Establish weed and vegetation control measures (badly overgrown).
- Remove debris from backlots.

Alley No. 16

- Well maintained, only recommendation is to maintain present alley conditon.
- This alley is a good example for the rest, as far as maintenance measures are concerned.

Alley No. 17

- Alley 17 is listed as private ownership, but there is some question regarding title; therefore, a title search should be made.
- The existing asphalt surface needs to be resurfaced; therefore, it is recommended that concrete paver be used.
- Existing parking garages should be improved or removed.
- Tree canopy needs to be raised to allow access through alley and to improve visibility.

Alley No. 19

- Recommended that alley status become Public Assumed.
- Regrade existing surface.
- Improve visibility at Hess Street entrance, tree blocking view when entering street.
- Adjacent green space, part of church yard, could be developed as public open space, remove fence separating alley and church yard.

Alley No. 20

- Adjacent fencing needs improvement.
- Establish vegetation and weed control along adjacent building and fences.
- Preserve large specimen trees (see tree care page).
- Limit through traffic.
- Improve visibility at Caroline Street entrance (remove tree).

Alley No. 22

- Recommend that alley 22 become Public Assumed.
- Establish weed and vegetation control along adjacent buildings and fences.
- Remove garbage and debris from backlots of adjacent property.
- Regrade existing surface (gravel base).

Design Recommendation

- Existing red brick structure, once a carriage house or stable, has potential to be utilized for cottage industry purpose.
- Establish a seating node at intersection of alley.

Alley No. 23

- Regrade existing surface (gravel base).
- Establish weed and vegetation control.
- Preserve existing overhead tree canopy.
- Recommend that Alley 23 become Public Assumed.

Alley No. 24

- Regrade existing surface (gravel base).
- Establish weed and vegetation control along adjacent buildings and fences.
- Preserve existing overhead tree canopy.
- Improve visibility at entrance to Markland Street.
- Recommended that Alley 24 become Public Assumed.

Alley No. 25

- Improve and regrade existing surfaces.
- Preserve existing tree canopy.
- Establish weed and vegetation control along building and adjacent fences.
- Improve visibility at Markland Street entrance.

Design Recommendation

- Apply for an easement through alley, in order to maintain porposed linkage along James Street backlots.

Alley No. 27

Private ownership

- Apply for an easement through Alley 27 to maintain proposed linkage along James Street backlots.
- Improve and regrade existing surfaces.
- Preserve and maintain existing tree canopy.
- Establish weed and vegetation control along buildings and adjacent fences.

Alley No. 29

- Regrade existing surface (gravel base).
- Establish weed and vegetation control along buildings and adjacent fences.
- Preserve existing overhead tree canopy.
- Recommended that Alley 29 become Public Assumed.

Alleys No. 31, 32

- Regrade existing surface.
- Establish weed and vegetation control along buildings and adjacent fences.
- Preserve existing overhead tree canopy.

Design Recommendation

- Recommended that Alleys 31, 32 become Public Assumed and developed for pedestrian uses.

RECOMMENDATIONS

Central Public School

Assumptions

- Assuming School Board grants access through property, the following improvement to school ground could be made in order to be consistent with alley appearance and identify path.
- It is also assumed that part of the existing asphalt surface will be developed into turfed play area.

Recommendation

- Stone pillars located on both Bay Street and Park Street could serve as key access point into the school yard, as they already suggest an entrance (in the past).
- A concrete paver path could replace the existing asphalt path to tie into the design scheme proposed for alleys.
- Additional plant material could be introduced along path in the form of shrub beds and island planting.

RECOMMENDATIONS - ALLEY SUMMARY

GENERAL RECOMMENDATION

THESE RECOMMENDATIONS ARE APPLICABLE to all alleys.

- All alleys should be Public Assumed.
- All alleys should be surfaced with concrete pavers.
- All alleys should have vegetation control measure implemented.
- All overhead canopies that exist in alleys should be maintained to preserve atmosphere and shade in alleys.
- Promote understorey plant along alley when possible.
- Selected alleys should be developed for pedestrian uses and design measures should be taken to accommodate this use.

ALLEY LINKAGE

Introduction

The following linkage system is an attempt to create a comprehensive pedestrian walkway, utilizing the alleys as much as possible, through the Durand Neighbourhood.

In determining a route through the neighbourhood, utilizing the alleys, priority was given to establishing pedestrian connections between the major commercial nodes (along James Street South), the local neighbourhood park (Durand) and architecturally significant features within the neighbourhood.

Therefore, this suggested linkage system connects Durand Neighbourhood to the downtown commercial district (Jackson Square) and also maintains the goals of the Central Area Plan.

LINKAGE SYSTEM (See figure 7.)

Legend

- RECOMMENDED ROUTES THROUGH DURAND NEIGHBOURHOOD UTILIZING ALLEYS

A • Route "A" is a direct path through Durand residential neighbourhood, west of Bay Street South, to the downtown core.

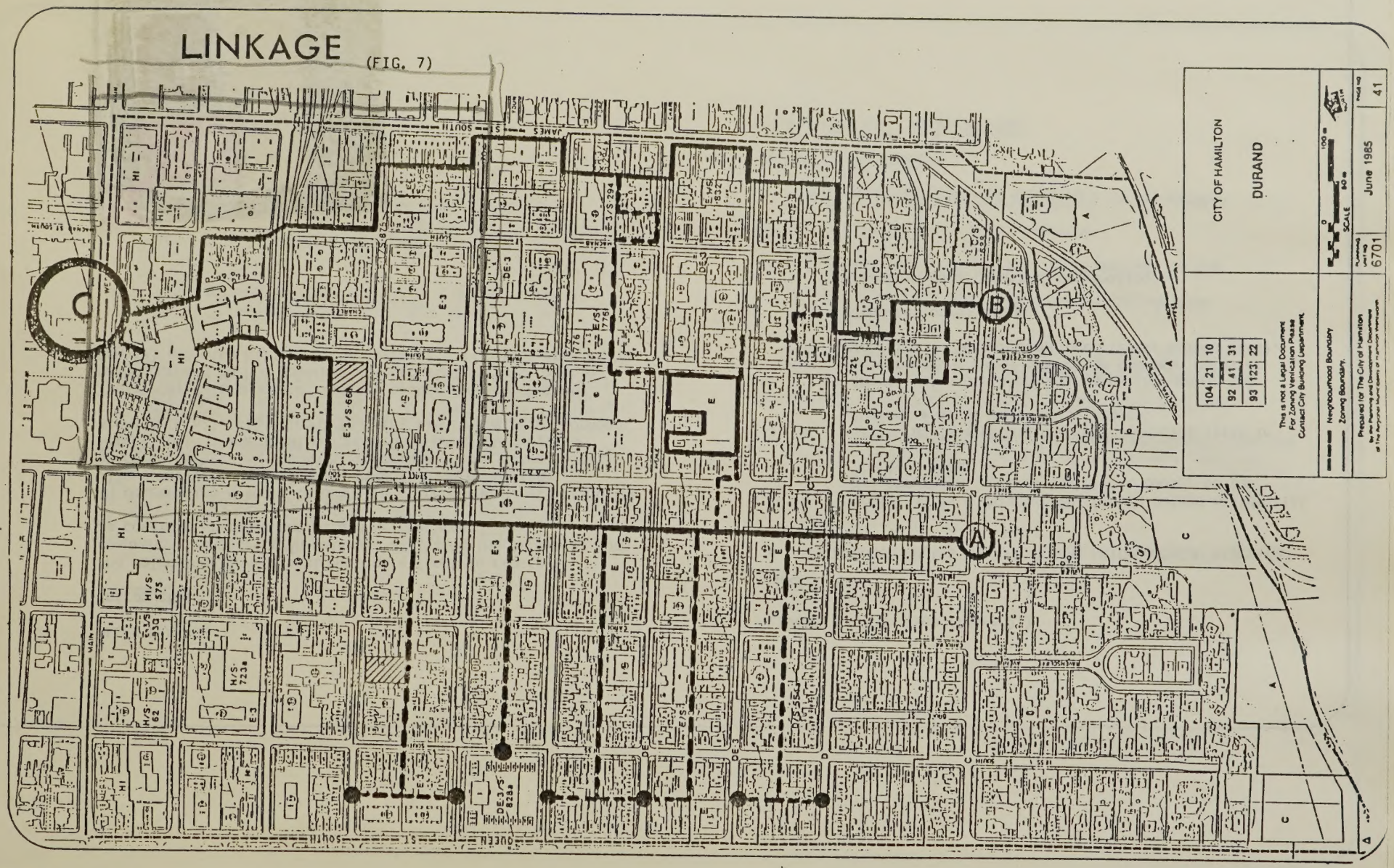
B • Route "B" is a path along the commercial strip in Durand, west of James Street South.

These routes are secondary paths throughout the neighbourhood which connect to the main paths or features in the nieghbourhood (i.e., Durand Park).

Proposed green space.

Downtown core (proposed destination).

LINKAGE (FIG. 7)



LINKAGE SYSTEM - SUMMARY

Opportunities

- These recommended routes take advantage of interesting and significant features, such as architecturally designated structures, as well as open in the neighbourhood.
- Alleys along these routes should be developed for pedestrian use only.
- Route along James Street South establishes the potential for store frontage to be increased if backlots were developed.

Constraints

- Where route crosses private property, linkage is interrupted; therefore would require an easement through the property.
- Route "B" is not direct due to previous alley closure; therefore, back tracking is necessary to utilize alleys.
- Future alley closures will limit comprehensive linkage.

LINKAGE - LEGAL MATTERS

THE LEGAL REQUIREMENTS AND PROCESS FOR ALLEY BEAUTIFICATION AND LINKAGE:

RESTRICTIONS ON ALLEYS (CONSTRAINTS)

BY-LAW ENFORCEMENT

- Dumping or storage of objects and removal of debris from unassumed lanes or alleys is enforced by The Corporation of The City of Hamilton by By-Law No. 86-156, passed in April 29, 1986. (See Appendix).
- Parking or leaving of motor vehicles in unassumed lanes or alleys is enforced by the Corporation of The City of Hamilton by By-Law No. 86-156, passed in April 29, 1986. (See Appendix).
- Closure of alleys -- this is a formal process which must be made by application to the Transportation Department. (See Appendix for closure instructions).
- Easement -- to ensure linkage an easement would be required through some of the blocks, part of/or whole, to establish comprehensive walkway through alleys.

OPPORTUNITIES

- Presently there are no by-laws which enforce the restricted use of alleys as either a pedestrian or vehicular function. If a pedestrian use was given priority, then possibly a by-law should be initiated to limit alley uses (i.e., pedestrian or vehicular).

- Ownership of an alley is important to maintain linkage. If all were to be closed then linkage would be impossible.

  - Public Assumed alleys have the greatest potential for linkage because of City ownership.

  - Public Unassumed alleys have potential for linkage but should become Public Assumed to limit or restrict closure, if linkage system was to be implemented.

- Closure of alleys for green space. An alley would be closed by application but still maintain access or limit its use; therefore, becomes a private alley and responsibility assumed by owner (i.e., Block Association).

CONCLUSION

- Before implementation of alley linkage further legal investigation would be necessary to determine legal requirement such as liability. For example, if an alley was to be developed as a pedestrian walk, who would be liable if personal injury was to occur if an alley was closed and utilized as a green space within that block?

LINKAGE THEME

Promotional Theme

The possibility of developing a historic theme, to prompt alley beautification and a comprehensive walkway system would be a promotional feature.

Since Durand Neighbourhood contains most of the City's major estates and architecturally significant heritage structures, it would be an excellent opportunity to utilize the alley system as a vehicle to explore the neighbourhood's unique features. For example, the alleys located in the south end, near Chilton Place, could be developed as a pedestrian walk. These alleys could showcase the old chauffeur's housing in that area. These houses at one time housed the chauffeurs and their families which served the nearby estates. Each alley, depending on its local resource, could be developed and named accordingly and hence the alley could become a valuable resource as a part of the heritage of Durand Neighbourhood.

INTRODUCTION

Alley Master Plan

Goal:

- Establish a comprehensive walkway, open space system, which can be enjoyed by residents and will help to make up for the deficiency of open space in the neighbourhood.

Objectives:

- Create a rich and varied environment that is able to maintain the flavour of the past and at the same time be sensitive to housing needs.
- Create a human scale ambience within the neighbourhood.
- Create ease of access to other neighbourhoods, to commercial areas, to recreational areas.

NOTE: This goal and its objectives comply with the Central Area Plan recommendations as well as the Durand Neighbourhood Plan .

These statements are direct opinions expressed during Durand Neighbourhood Advisory Committee meetings.

DESIGN SCHEMES

The following design schemes utilize Durand's alleys to fulfill the goals and objectives of the alley masterplan.

These design schemes highlight three alley sites within the neighbourhood to show potential for alley development. The alleys in question are alleys numbered 20, 30 and 31. (See map "A" in Appendix). Alley number 20 will be utilized to reveal the vehicular and pedestrian concept and Alley 30 and 31 will reveal the pedestrian concept.

The design schemes presented can be adapted to any alley within the neighbourhood. However, modification may be necessary to satisfy site specific requirements, such as topography, existing structures, and existing vegetation.

The Pedestrian and Vehicular Concept

The following design scheme utilizes a communal approach to create open space within the block. Due to existing use by both automobiles and pedestrians, the design scheme accommodates both types of traffic.

Design Goal:

To establish a communal open space within each block, focusing around existing alley corridors, to be used and enjoyed by neighbourhood citizens.

Objectives:

- Accomodate both pedestrian and vehicular functions.
- Create green space within each block.
- Create a human scale ambience within each block.
- Create a sense of privacy and security within the communal approach.

DESIGN DESCRIPTION

This design scheme accommodate both vehicular and pedestrian functions and creates an open space atmosphere to be enjoyed by all residents.

Within the site there are lanes and parking areas provided to allow the block residents access to their backlots. A pedestrian path is provided through the site to accommodate the local resident and pedestrian traffic using the alley system to walk through the neighbourhood.

Next, at the intersection of the two major lanes a public node is created. This node provides bench seating under a canopy of trees. This node also has the potential to be later utilized as a small playground with equipment, or more planting and bench seating and possibly a water feature. (ie. Fountain or Reflecting Pool.)

NOTE: (See design scheme presentation for clarification and details, following pages.)

PEDESTRIAN CONCEPT

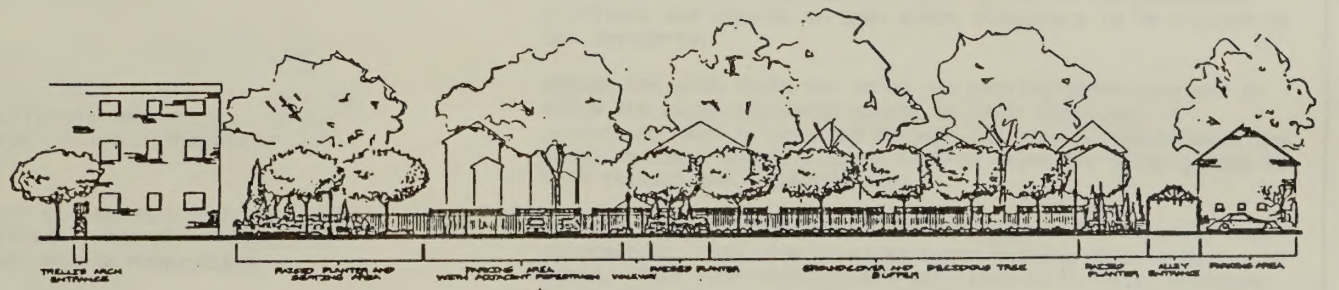
This design scheme and its features are restricted to pedestrian functions. The goal of this pedestrian alley embodies the same goals and objectives as the alley master plan.

The emphasis is placed on creating a human scale ambience within the alley. The overhead canopy of the existing trees block out the sky partially to create an atmosphere of intimacy within the alley. This intimacy allow the user to experience the many details in and along the alley walk.

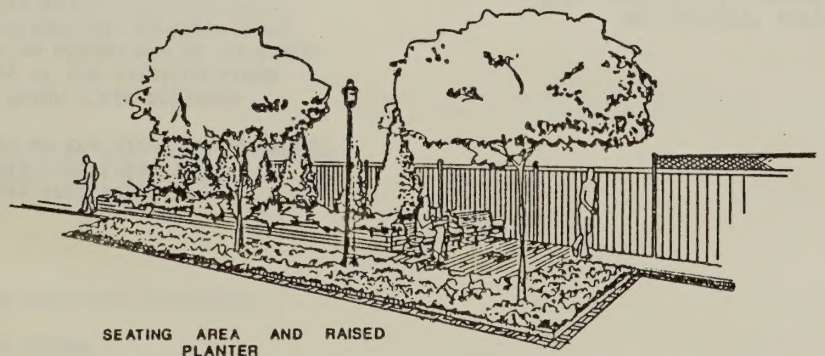
The pedestrian alley features a staggered path of mini-cobbler pavers; making its way through the understorey plantings with bench seating along the route.

The implementation of these pedestrian alleys would allow residents to explore the many architectural and landscape details that exist within the backlots of Durand's heritage Neighbourhood.

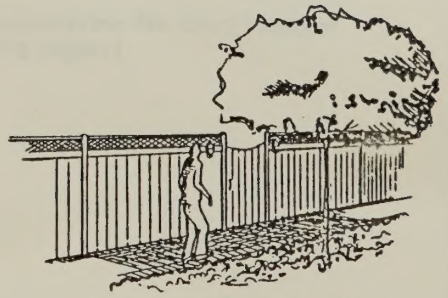
NOTE: (See design scheme presentation for clarification clarification and details, following pages.)



EAST - WEST ELEVATION OF NORTH SIDE OF ALLEY

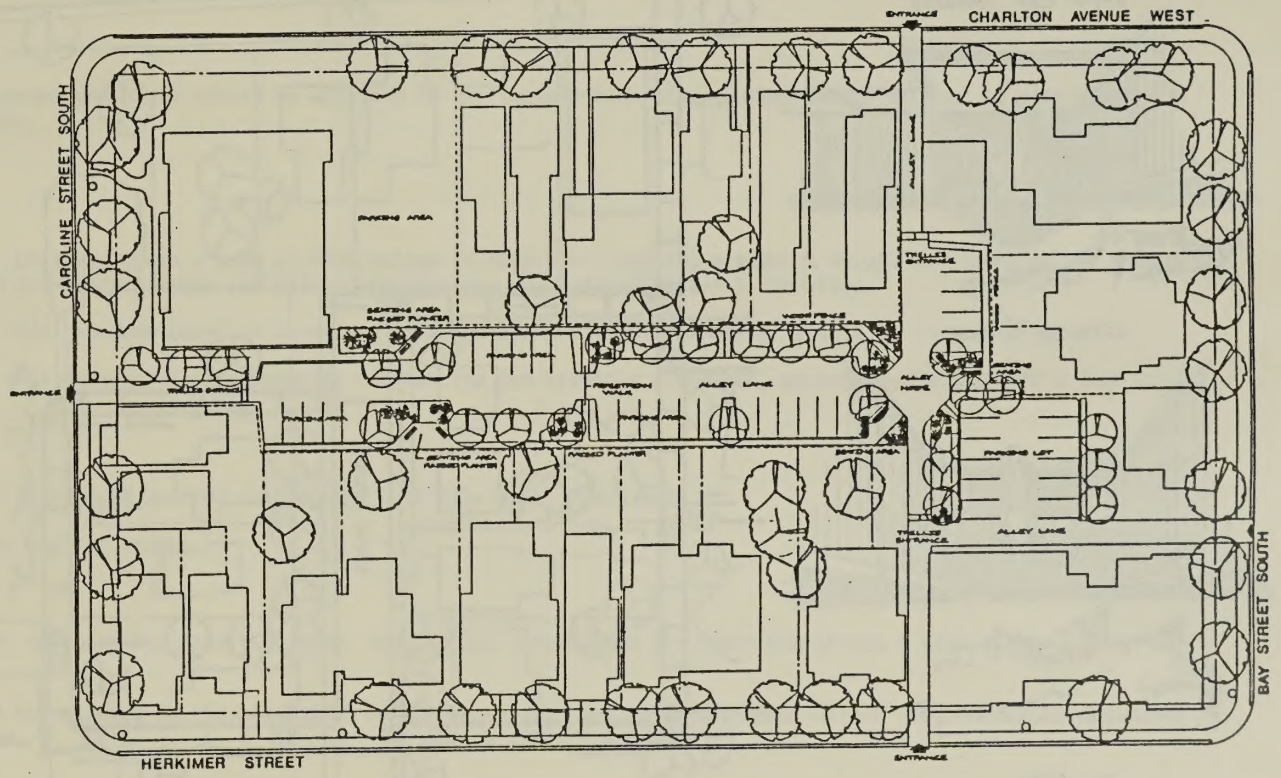


SEATING AREA AND RAISED PLANTER



BACKLOT ENTRANCE

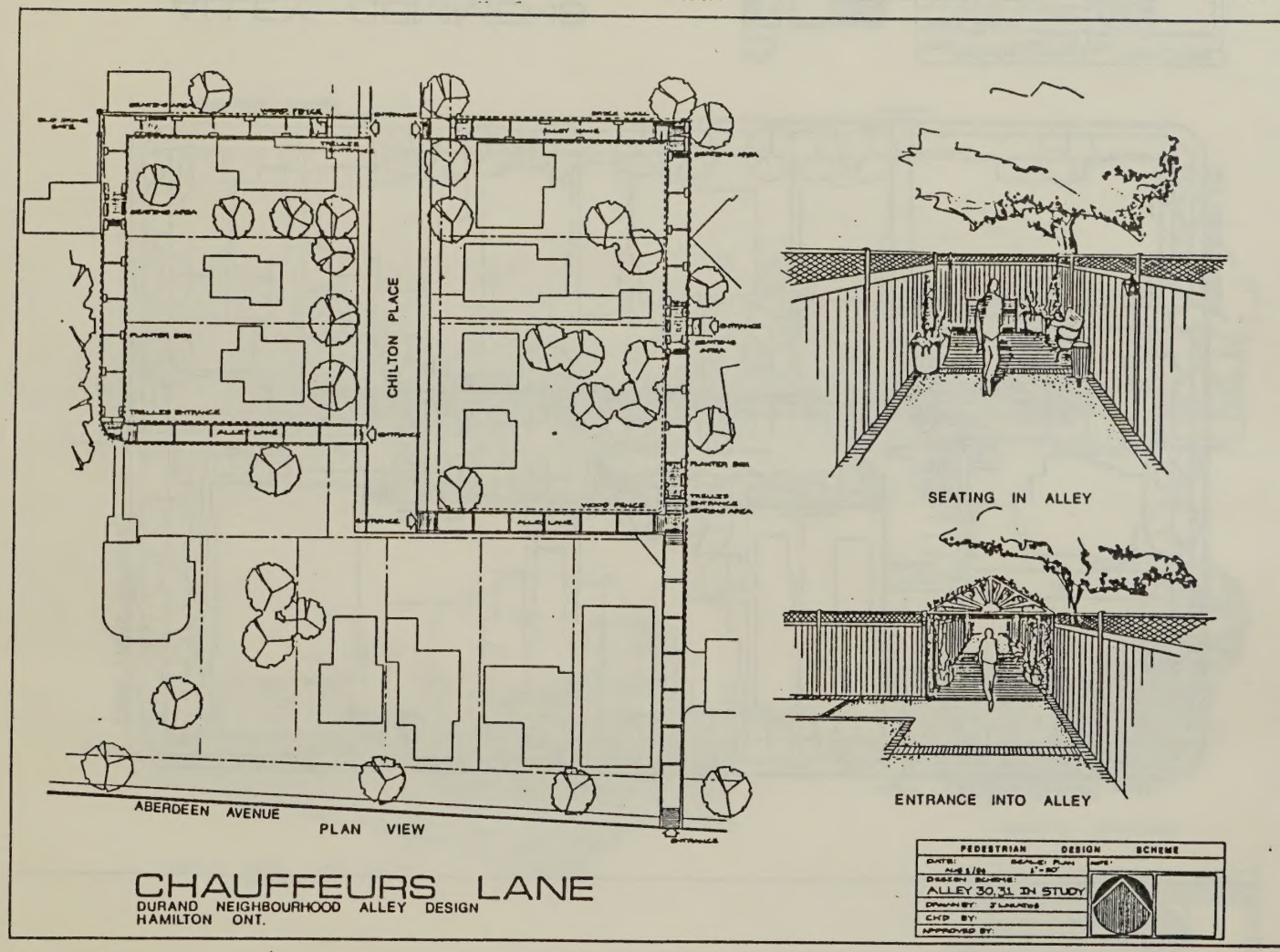
PEDESTRIAN - VEHICULAR	DESIGN SCHEME
DATE	SCALE
DESIGN SCHEME ALLEY 20 IN STUDY	
DRAWN BY: J LAZATOS	
CH'D BY	
APPROVED BY	



ALLEY COMMONS

DURAND NEIGHBOURHOOD ALLEY DESIGN
HAMILTON ONT.

PEDESTRIAN - VEHICULAR	DESIGN SCHEME
SCALE:	
DATE:	
PROJECT SCHEME: "ALLEY CO OP STUDY"	
DRAWN BY: J. LAURITOS	
CH'D BY:	
APPROVED BY:	


CHILTON PLACE
ABERDEEN AVENUE
PLAN VIEW
SEATING IN ALLEY
ENTRANCE INTO ALLEY
CHAUFFEURS LANE
DURAND NEIGHBOURHOOD ALLEY DESIGN
HAMILTON ONT.
PEDESTRIAN DESIGN SCHEME
ALLEY 30,31 IN STUDY

RECOMMENDED AMENITIES

The following suggested site improvement amenities should be utilized in the implemention of suggested design schemes to compliment the desired character of the site design.

AMENITIES

- LIGHTING

1. NOSTALGIA LIGHTING - No. 713. Utilized where a look of distinction is desired. Lighting standards should be placed at key points within the design scheme, such as, seating areas and alley intersections where illumination is required.

2. LIGHTING STANDARD - No. 300. This standard comes in a variety of heights which might be more desirable in this situation.

3. LIGHTING STANDARD - No. 271. This standard is a compromise between the two previous standards, an average height with a look of distinction.

- BENCHES

4,5. • Comfort benches - designed after park benches used in New York City Park, circa 1870.

- To be used in design scheme seating areas.

- PAVING

6. MINI-COBBLESTONE - Like regular cobblestone, except in size, three times longer than its width and offers a wide range of three-in-one patterns.

- These mini-cobblestones should be utilized in the pedestrian design scheme and the pedestrian path within the pedestrian-vehicular design scheme.

- BOLLARDS

7. MIDDLETON BOLLARD - Steel bollards are recommended where restricted access is desired; for example: pedestrian only alley.

- They can also be utilized to separate parking areas and pedestrian walks. (Pedestrian-vehicular design scheme.)

8. PLANTERS AND LITTER BINS

- Planters are recommended within the pedestrian only design scheme where space is limited for planting in the alley. Planters add colour to the alley and break-up linear path.

- Litter Bins - These bins are to be utilized in both design schemes for control of wastes.

- Located near seating areas.

PHASING AND IMPLEMENTATION

Implementing the proposals contained in this study should occur in the following manner:

PHASE I

1. Establish public assumed status for all alleys existing in Durand Neighbourhood.

2. Implement recommendations suggested in study for each alley.

3. Establish suggested linkage of Durand's alley to meet goals of Central Area Plan and Durand Neighbourhood Plan.

PHASE II

4. Once linkage system is implemented, then priority should be given to the development of alleys along path "A" of the linkage system. (See figure 7.)

5. All alleys along path "A" should have public assumed status and alley recommendations should be implemented.

6. Next, the pedestrian-vehicular design scheme should be implemented in those alleys along path "A" and be viewed as a prototype for future alley development.

7. If the pedestrian-vehicular design scheme is not accepted, then pedestrian design scheme should be implemented where the situation allows such a design scheme.

Once all alleys within Durand Neighbourhood are developed, a comprehensive walkway and open space system will be established for the residents and public to utilize and enjoy.

Each design scheme should be implemented in its entirety to achieve maximum and desired effect for alley beautification.

FUNDING

- If Durand Neighbourhood walks (alleys) were declared an asset to the heritage of Durand, then funding could result from various resources and agencies.
- Federal and local government agencies interested in heritage conservation.
- Parks and recreation. If the alleys were declared linear parks, then maintenance could fall under parks.
- Private and commercial sector. These players could benefit from alley development by increased property value.

CONCLUSIONS

1. Assuming the suggested recommendations and design schemes are implemented, then the goals and objectives outlined in this study will be achieved.

2. Implementation requires close co-operation between the City Planning Department, Transportation Department, the City Public Works Department and private and commercial residents of the neighbourhood.

3. Durand Neighbourhood should seek out a landscape architectural firm for the refinement and cost estimation of the design schemes presented.

4. The city should promote the development of Durand's alley as a prototype for alley development in other neighbourhoods in the city of Hamilton.

5. The closure of existing alleys within Durand and the city should be discouraged until the potential and feasibility of this study has been examined further.

6. Private redevelopment of alleys within Durand should be regulated so as to establish a continuous linkage system throughout the neighbourhood and to maintain unity of design among the alleys.

7. Adjacent property owners, next to alleys, should be encouraged to renovate their backlot fences in accordance with the design schemes suggested in this report.

8. Alley furnishing and other amenities described in this report should be acquired to achieve quality and character of design scheme (intent).

DURAND
NEIGHBOURHOOD
ASSOCIATION
INC
c/o CITY CLERK
CITY HALL
HAMILTON, ONTARIO

NEWSLETTER

VOL. 18 NO. 1 APRIL 1991

PRESIDENT'S MESSAGE

During the winter months your Association's directors have been busy working on your behalf. We have set up committees for fund-raising, community development, traffic and parking. If you have an interest in these issues and would like to participate in the work of a committee, please let us know.

We have re-examined our policy for development in our neighbourhood. Using the Durand Neighbourhood Plan 1987 and the City of Hamilton bylaws as references, we hope to work with Durand property owners to ensure that the neighbourhood's character is maintained. With this objective in mind, we have been regularly attending Committee of Adjustment to indicate either our support or opposition, depending on the proposal.

Our plans are progressing well for a new playground facility, accessible to all youngsters, in Durand Park in 1992. So far, we have collected $2,300 toward our $5,500 target (to be generously augmented by city funding). We continue to welcome support for this project from all sections of the community.

Carol Mason has been acting on our concerns about traffic and parking. She is following up on her well-attended community meeting in the fall with discussions with our aldermen and traffic department officials. We appreciate her dedication in striving for solutions.

The Association's Annual General Meeting will be on Thursday, May 16 at Central Public School. Please mark this event as a "**MUST**" on your calendar.

— **Marvin Sheppard**

ANNUAL GENERAL MEETING

Thursday, May 16, 1991

Central Public School

7:00 p.m. Coffee & Dessert

7:30 p.m. Meeting Begins

All Welcome

CITIZENS FIGHT BACK AGAINST NEIGHBOURHOOD CRIME

In May 1990, after preliminary research, the Hamilton-Wentworth Regional Police established the Durand Crime Prevention Initiative. The committee is made up of members of the police force's Crime Prevention Department and residents of the Durand Neighbourhood.

The Committee's principal objective, defined last July, is **to reduce the fear level and number of break and enters in the Durand Neighbourhood**. Several strategies and priorities designed to achieve this objective have been developed to form the structure for a new crime prevention program.

The Committee organized a Security Fair at Hamilton City Hall Nov. 5 at which various merchants displayed security ideas; an information booth was set up by our Association. Visitors obtained first-hand advice on how to improve the security of their homes. However, attendance was limited because of rain.

Originally the Committee wanted to proceed with a Home Security Self-Evaluation Program in which residents would complete a questionnaire but this approach was discarded after reviewing Crime Prevention programs elsewhere in North America.

As an alternative, the Committee decided to explore a program in which a "Crime Alert" notice will be delivered to the immediate area where a crime has been committed. A trial program will be conducted shortly and the results will be analysed before determining whether to proceed further.

— **Jay N. Rosenblatt**

MEMBERSHIPS

We appreciate the renewal and new membership response following the March Newsletter. If you have not yet renewed your membership for 1991 or wish to join the Association, please fill out the form on the back page and use the reply envelope.

GREETINGS FROM DAVID CHRISTOPHERSON, MPP HAMILTON CENTRE

I would like to thank the Durand Neighbourhood Association for inviting me to write a few words. Over many years, the Durand Neighbourhood Association has demonstrated that people can work together to create a vital community. As former chairperson of the Central Area Plan Implementation Committee (CAPIC) and of the Regional Task Force on Affordable Housing, I realise the importance of local involvement in community planning and decision-making.

It has been just over six months since I was elected to represent the people of Hamilton Centre at the provincial legislature. I was born and raised in my riding which has always been a place for people. I respect the sense of tradition found in our community.

GO RAIL PLANS APPEAR ON TRACK

The provincial government's plans to bring GO Rail service to downtown Hamilton were discussed Jan.18 at a meeting between members of the Association's executive and David Christopherson, MPP for Hamilton Centre.

In response to concerns that the proposed new station at Waterdown Road (Aldershot) might become a permanent terminus with no trains serving Hamilton, Mr. Christopherson expressed his commitment to obtaining full rail service to a refurbished TH&B Hunter Street station.

Since then, the government announced completion of the required Environmental Assessment report and that public comments would be received until May 3. Present plans call for trains to start operating to and from Hunter Street, which will also become the new bus terminal, in 1993.

The Association has been monitoring the situation and will continue to make sure that any negative impacts on the neighbourhood will be kept to a minimum.

NEIGHBOURHOOD NEWS UPDATES

OUR PAST IS OUR FUTURE, ANNUAL MEETING THEME

Alec Keefer, a noted community activist, will address the crucial issues confronting the world of architectural and historical preservation at the May 16 Annual General Meeting.

As President of the Architectural Conservancy of Toronto with roots in Caledonia, he will bring a unique insight into the array of forces affecting the well-being of distinctive inner-city neighbourhoods such as ours.

We invite you to meet Mr. Keefer and your neighbours at 7 p.m., Thursday, May 16, at Central Public School.

PARK FUND RAFFLE WINNER ENJOYS VANCOUVER GREY CUP

Margaret Iaquinto, member of the staff at Caledon Secondary School, won last fall's raffle to raise funds for a new Durand Park playground facility.

She and her husband have written to the Durand Neighbourhood Association extending their "deep appreciation" for providing the opportunity to fly to the West Coast to see the 1990 Grey Cup with accommodation in a first-class hotel.

After deducting printing costs and the prize, the draw netted $1,730.

RESTORATION WORK ON ABERDEEN HOUSE WINS AWARD FOR DURAND PRESIDENT

Throughout last summer and fall Marvin Sheppard, Association president, toiled to restore the outside brickwork on his Victorian house at 104 Aberdeen Avenue. The Architectural Conservancy of Hamilton has recognized his painstaking work by bestowing him with a McQuesten Award for historical preservation.

OLD BANK OF MONTREAL BUILDING TO BECOME A BANK ONCE MORE

For the second time in a decade, a major national bank is planning to occupy temporarily the old Bank of Montreal at Main and James. The Royal Bank of Canada is expected to move into the now empty building, one of Hamilton's architectural gems, during redevelopment of its present location and the adjacent former Robinson's department store site. Several years ago, the building became home for the Canadian Bank of Commerce while its new tower was under construction at King and James.

SITE PLAN SUBMITTED FOR ST. MARK'S CHURCH PROJECT

The City Planning Department has received the site plans for redevelopment of the St. Mark's Church site at the corner of Bay and Hunter. The date for start of construction of the new highrise office and residential building has not yet been announced.

DURAND NEIGHBOURHOOD JOINS MAY 9 CLEAN UP PITCH-IN

A citizens' clean up of litter in the Durand Neighbourhood is being organized by the Association on Thursday evening, May 9 in conjunction with the city-wide "Pitch-In" Week.

We will try to add as many Durand names as possible to Hamilton's attempt, sponsored by the Keep Hamilton Clean Committee, to break the Guinness Book World Record for litter pick up. You are invited to meet at 7 p.m. in the Durand Park to launch our neighbourhood's effort, led by **Marjorie Walsh**.

DURAND NEIGHBOURHOOD ASSOCIATION INC.

MEMBERSHIP APPLICATION
(Please Print)

DATE _____

NAME _____

STREET ADDRESS _____

CITY _____ POSTAL CODE _____ TEL: _____

Membership

Durand Household _____

Non-resident _____ $5 per year _____

Donation _____

TOTAL _____

Please Check

Renewal
New Member

Concerns, Interests
(Please check, write in others)

Concerns	Park Events	Traffic Parking	Neighbourhood Plan	Preservation Restoration
	Public Transit	Schools	Public Meetings	Other

Volunteer	Helping with Special Events	Newsletter Presentation	Other

Ages in households and numbers:

0-10	11-20	21-50	50+

Mailing Address:

Durand Neighbourhood Association Inc.
c/o City Clerk
City Hall
Hamilton. Ont.
L8N 3T4

DUO TANG